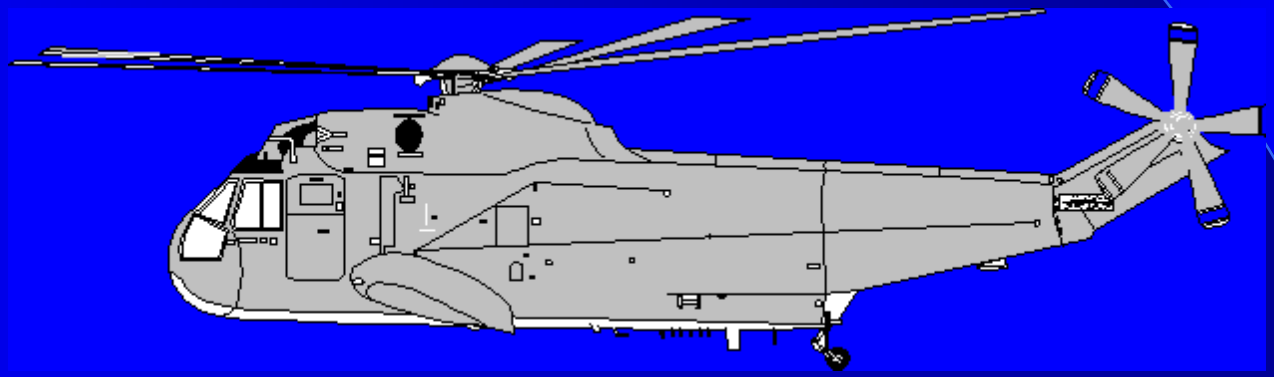
REGULATIONS



REGULATIONS

- OPNAV 3710.7R
- FAR 91
- CNO POLICY STATEMENTS

OPNAV 3710.7

- **FLIGHT AUTHORIZATION, PLANNING AND APPROVAL**
- **INSTRUMENT FLIGHT RULES**
- **INSTRUMENT FLIGHT REQUIREMENTS AND QUALIFICATIONS**

GLOSSARY

- **ESTABLISHED MEANINGS OF SPECIFIC TERMS AND REGULATIONS PERTAINING TO THEIR MEANINGS AND USES.**

ACTUAL INSTRUMENT CONDITIONS

- **Conditions external to the aircraft in flight which do not permit visual reference to the horizon.**

ACTUAL INSTRUMENT APPROACH

- **When actual instrument conditions are encountered below 1000` above airport/ flight deck elevation during an instrument**

SIMULATED INSTRUMENT CONDITIONS

- **Aircraft is operating in VMC, but pilot vision is limited to instrument scan.**

SIMULATED INSTRUMENT APPROACH

- **An instrument approach flown under simulated conditions.**

INSTRUMENT TIME

- **ACTUAL: Logged by both pilots**
- **SIMULATED: Logged only by the flying pilot**
- **APPROACHES: Only pilot exercising principle control logs the approach.**

MULTI-PILOTED AIRCRAFT

- **Two sets of flight controls and Instruments.**
- **Both pilots must "meet the requirements of the NATOPS manual for that model aircraft."**

SINGLE-PILOTED AIRCRAFT

- **Any aircraft that has only one set of flight controls or any aircraft that has two sets of flight controls and instruments and is being operated by only one pilot who meets the requirements of the NATOPS for that model aircraft**

AUTHORIZED AIRFIELDS

- **PIC responsible for ensuring facilities servicing and security are adequate**
- **All Naval Aircraft prohibited from taking off or landing at closed airfields except in an emergency**
- **Pilots shall not be cleared to airfields outside the FLIP directory, unless cleared by higher authority**

HELO LANDING AREAS

Authorized provided:

- **Military Requirement exists**
- **Adequate Safeguards**
- **No Legal Objections**

NOTE

CO's are authorized to waive the above listed items when SAR is involved.

PREFLIGHT PLANNING

PIC shall be familiar with:

- **Weather**
- **NOTAMS**
- **Fuel Requirements**
- **Alternates Available**
- **Anticipated Traffic Delays**
- **PIC shall also perform an ORM Risk Assessment for each flight**

MANIFEST REQUIREMENTS

- PIC shall ensure copy of manifest is on file with a responsible agency at point of departure.
- This list is to include the names, serial numbers, grade and service, if military, duty station and status aboard the aircraft.
- All personnel aboard other than flight personnel are “passengers”.

WEATHER CRITERIA FOR FILING

Flight plans based on :

- **Actual Weather at departure**
- **Existing & Forecast WX for entire route of flight**
- **Destination & alternate forecasts at ETA +/- 1 hour**

IFR FLIGHT PLANS

- **Shall be filed whenever practicable**
- **Forecast metro conditions must meet WX minimum criteria, FIG 4-1**
- **Shall be based on best judgment as to runway in use upon arrival**

FIG 4-1 IFR FILING CRITERIA

<table>
<tr><td>DESTINATION WEATHER
ETA plus and minus one (1) hour</td><td colspan="3">ALTERNATE WEATHER
ETA plus and minus one (1) hour</td></tr>
<tr><td>0-0 up to but not including published minimums</td><td colspan="3">3000 - 3 or better</td></tr>
<tr><td rowspan="2">Published minimums up to but not including 3000 - 3
(Single piloted min’s 200 - 1/2)</td><td rowspan="2">NON-PRECISION</td><td colspan="2">PRECISION</td></tr>
<tr><td>ILS</td><td>PAR</td></tr>
<tr><td></td><td>* PUBLISHED MINIMUMS PLUS 300 - 1</td><td>PUBLISHED MINIMUMS PLUS 200 - 1/2</td><td>* PUBLISHED MINIMUMS PLUS 200 - 1/2</td></tr>
<tr><td>3000 - 3 or better</td><td colspan="3">No alternate required</td></tr>
<tr><td colspan="4">* In the case of single piloted or other aircraft with only one operable UHF/VHF transcei
approach minimums may not be used as the basis for selection of an alternate airfield.</td></tr>
</table>

ALTERNATE AIRFIELD

The Alternate must have a lost comm approach whenever either:

- **Destination lacks a lost comm approach**

or

- **The forecast weather at the alternate is below 3000-3 at ETA+/- 1 hour**

MINIMUM FUEL REQUIRED

- No alternate - Takeoff to destination plus 10% of planned fuel requirements
- Alternate - Takeoff to destination IAF to alternate airfield plus 10% of planned fuel requirements
- In no case less than 20 min of flight (Based upon ops at planned flight altitude)
- NATOPS/ SOP

SIGNING THE FLIGHT PLAN

PIC/ Form leader shall sign to certify:

- **Flight is authorized**
- **Proper flight planning, including manifesting of passengers and weight and balance are on file**
- **NOTAMS checked**
- **Adheres to fuel and weather requirements/ minimums**
- **Each pilot received weather brief and possesses a valid instrument rating**

FLIGHT PLAN APPROVAL

- **The pilot in command of a naval aircraft or formation leaders are authorized to approve the flight plan or modification thereof.**

CLOSING OF FLIGHT PLAN

- **It is the responsibility of the PIC/Form Leader to ensure that the proper agency is notified of flight termination (3710.7)**

  a. At military installations, the pilot either shall verbally confirm with Tower or Base Ops or deliver a copy of the flight plan to Base Ops.

  b. At non-military fields, the pilot shall verbally close the flight plan with flight service through any means of communication available

INSTRUMENT FLIGHT RULES

To decrease midair collision potential:

- **To maximum extent practicable all flights filed and flown IFR regardless of weather**
- **To maximum extent possible all flights conducted under positive control**
- **Aircraft operating in VMC shall continue to “See and Avoid”. ATC will provide traffic separation from only other IFR traffic**

BASIC VFR FLIGHT MINS
Fig 5-1, Pg 5-13

AIRSPACE	FLIGHT VISIBILITY	DISTANCE FROM CLOUND
CLASS B	3 SM	CLEAR OF CLOUDS
CLASS C & D	3 SM	500 FT BELOW 1,000 FT ABOVE 2,000 FT HORIZ.
CLASS E LESS THAN 10,000 FT MSL	3 SM	500 FT BELOW 1,000 FT ABOVE 2,000 FT HORIZ.
AT OR ABOVE 10,000 FT MSL	5 SM	1,000 FT BELOW 1,000 FT ABOVE 1 SM HORIZ.

BASIC VFR FLIGHT MINS (cont.)

CLASS G, 1,200 FT AGL OR LESS		
DAY, EXCEPT AS PROVIDED IN FAR 91.155 (B)	1 SM	CLEAR OF CLOUDS
NIGHT, EXCEPT AS PROVIDED IN FAR 91.155 (b)	3 SM	500 FT BELOW 1,000 FT ABOVE 2,000 FT HORIZ.
CLASS G, MORE THAN 1,200 FT AGL BUT LESS THAN 10,000 FT MSL		
DAY	1 SM	500 FT BELOW 1,000 FT ABOVE 2,000 FT HORIZ.
NIGHT	3 SM	500 FT BELOW 1,000 FT ABOVE 2,000 FT HORIZ.

MINIMUM ALTITUDE

Uncontrolled Airspace:

- **1000’ AGL non-mountainous or 2000’ AGL mountainous above highest terrain within 22 NM of intended line of flight.**

Controlled airspace:

- **minimum enroute altitude or altitude specified by ATC**

LIMITATIONS OF AIRCRAFT/ EQUIPMENT

- **Pilot shall advise ATC of any limitations that will require special handling**
- **Advise ATC each time control is transferred**

TAKEOFF MINIMUMS

Standard Instrument Rating

- **Non precision - 300-1 or approach minimums, whichever is higher**
- **Precision - 200-1/2 or approach minimums , whichever is higher**

Special Instrument Rating

- **Takeoff is based on judgment of the pilot and urgency of the flight**

STANDARD INSTRUMENT DEPARTURE

- Pilots are encouraged to utilize SID’s provided no flight degradation will ensue
- Provide clearest course of action in the event of lost comm

APPROACH CRITERIA

If wx below mins:

- **Multi-piloted - an approach shall not be commenced unless the aircraft has the capability to proceed to the alternate**
- **Single-piloted - an approach may not be commenced. Absolute mins are 200' ceiling/ Height Above Touchdown(HAT) and 1/2 mile visibility**

INSTRUMENT APPROACHES & LANDING MINIMUMS

Straight-in approaches:

- **Use Runway Visual Range(RVR) if available**

Circling approaches:

- **Use prevailing visibility**

HELO VISIBILITY MINIMUMS

- **Multi-piloted: may be reduced by half, not less than 1/4 mile.**
- **Single-piloted: may be reduced by half, not less than 1/2**
- **This is due to a helo's maneuvering capability and based upon airspeeds NOT exceeding 90 knots on final approach.**

PRACTICE APPROACHES

Single-pilot approaches may be commenced with wx below mins if:

- **Landing is not intended**
- **Approach is not your destination or alternate**

FORMATION FLIGHT

- **Instrument departures require circling mins.**
  - **If not available for the runway in use, takeoff mins are 1000 FT & 3SM**
- **Instrument approaches not authorized for more than two aircraft**
  - **Penetration of IMC to obtain VMC by more than two aircraft is authorized**
  - **Form flights shall meet circling mins or 1000-3**
- **Formation touch & go's are prohibited**

ANNOYANCE TO CIVILIANS

- **Flat Hatting is prohibited**
  - **"…effort shall be taken to fly in such a manner that individuals do not believe they or their property is endangered."**
- **Avoid noise sensitive areas by 3000' AGL**
  - **a beach is classified as a noise sensitive area**
- **If carrying external stores, pilots shall avoid overflying populated areas**

MINIMUM FUEL ADVISORY

Minimum fuel:

- **Indicates that no undue delay can be accepted enroute to destination**
- **Do not expect special handling**

Emergency fuel:

- **Declared due to the need for traffic priority to ensure safe landing(Report fuel in mins)**

REPORT MINIMUM AND EMERGENCY FUEL TO EACH NEW CONTROLLER

JETTISONING FUEL

- **Do not jettison fuel below 6000’ AGL, if practicable**
- **Avoid jettisoning over populated areas**
- **If under positive control ATC shall be advised that fuel is to be jettisoned**

INSTRUMENT RATING

- **Renewing your evaluation:**
  - **If you renew your evaluation within 60 days of your current eval's expiration date, then your new evaluation will expire 12 months from the expiration date of your current eval.**
  - **If performed earlier than 60 days prior, then your new evaluation will expire 12 months from the end of the month in which your evaluation was completed**

INSTRUMENT RATING (cont.)

- **Written exam must be completed within 60 days prior to the evaluation flight**
- **Extensions granted up to 90 days after a long deployment**
- **Issuing authority may grant an extension of up to 6 months under certain conditions listed in OPNAV 3710.7 (13.1.2.3)**

INTRUMENT RATINGS WHILE AT THE FRS

- **All pilots under DIFOPS orders (except those on waivers or DIFOPS Code 2) are required to meet the annual and semiannual minimums to complete their instrument evaluation**
- **Pilots returning from DIFDEN have 6 months to reach the semiannual minimums.**
- **RP's NOT accountable for meeting annual/semiannual minimums until completing the FRS**

STANDARD INSTRUMENT RATING

- 50 Hours instrument time
- NATOPS instrument evaluation

Within six months preceding checkride:

- 6 hours instr. time (actual or simulated)
- 6 precision approaches
- 6 non precision approaches

STANDARD INSTRUMENT RATING (cont..)

Within 12 months preceding checkride:

- **12 hours instr. time (actual or sim)**
- **12 precision approaches**
- **6 non-precision approaches**
- **Flight simulator may account for up to 1/2 of the minimum requirements**

SPECIAL RATING

- All standard rating requirements.
- 5 years of military/non-military flight experience.
- 2,000 hours flight time.
- 100 hours of military actual instrument time.

*Can be waived down to 3 yrs/1500 hrs.

ANNUAL FLIGHT TIME REQUIREMENTS

	Semiannual	Annual
• PILOT TIME	40	100
• NIGHT TIME	6	12
• INSTRUMENT TIME	6	12

*** Instrument Time Requirements are applicable to both Fiscal Year AND an individual's instrument rating re-qualification**

Avoidance of Air Carriers

- **Civilian Air Carriers have Traffic Alert and Collision Avoidance Systems (TCAS) installed that will be triggered by proximity of 1200 feet vertical separation out to 6 nautical miles.**

- **All Naval Aircraft are to operated outside one nautical mile laterally anytime separation is less than 500 feet vertically.**

Terminal Instrument Procedures

3710.7R (3-15)

- **Passenger / Troop Transport aircraft shall not fly non-approved (TERPS/ICAO/NATO) instrument approaches unless waived in support of non-standard operations.**

(non standard operations are defined)

(O-8's in OPCON may waive)

CNO GPS Policy

- **CNO has mandated instruction in the GPS system for use in navigation during this review. This is to prepare for the use of GPS in navigation when we have the appropriate equipment.**

Portable GPS Receivers

- **Hand held receivers may be used to aid situational awareness.**
- **Must address the potential for projectile hazard during violent maneuvers and accidents.**

Integrated GPS Receivers

- **Integrated Military GPS receivers when keyed for Precise Position Service with approach overlays --may be used for practice IFR approaches in VMC conditions**
- **GPS shall not be used for supplementary, primary or secondary IFR navigation.**

TSO -C129A Receivers

- **May be used for IFR airways navigation and non-precision approaches.**
- **No fleet aircraft have a TSO-C129A compliant receivers as of this time.**

CNO APPROACH Policy

- **Non-DOD Instrument Approaches shall not be shot unless validated for safety and submitted for approval.**
- **Prior to deployment, units shall be familiar with the following for other than U. S. Airfields:**

  Unique instrument requirements

  Non-DOD instrument approaches

  Specific theater required equipment

  Theater weather conditions

  Local Area Procedures

THE END
LESSON 103